

# Aviation Planning

Winter/Spring 2003



**Regional economic trends, population growth, and uncertainties in the airline industry require a systematic approach to address aviation demand for a decentralized system. SCAG's regional aviation planning efforts will confront these issues by updating the Regional Aviation Plan.**

## The Regional Aviation Plan

In summer of 2001, the Regional Council adopted the 2001 Regional Aviation Plan, a component of the Regional Transportation Plan (RTP). The Plan was developed by the Aviation Task Force, a group of elected officials, airport managers, airline representatives, the FAA and other aviation organizations. It forecast a total of 167 Million Annual Passengers (MAP) and over 9 million tons of air cargo in the year 2025, and called for a decentralized planning approach - meeting the air travel and cargo needs of Southern California through the development of medium size airports and converted military facilities.

In autumn of 2002 the Aviation Task Force reconvened to begin work on the 2004 RTP, using the 2001 Plan as a blueprint. Notably however, there have been regional, national and global changes in the air transportation industry that affect strategic direction.

**The Region.** An integral part of the 2001 plan was a new commercial airport at MCAS El Toro, in Orange County. Through a voter initiative in Orange County (Measure W) and actions by the Department of Defense, a commercial airport is no longer a consideration. San Diego is also facing an airport crisis and is currently evaluating options for a new or expanded airport to serve their region. The outcome there will have consequences for this region.

**The Nation.** The realities of a slow economy, 9/11, and population changes are all factors facing the Task Force. New security procedures and changes in passenger behavior have an impact on how airports are able to handle and process passengers, as well as air cargo.

## Two Alternatives

The Aviation Task Force is looking at two alternatives, neither of which include El Toro: (1) a constrained airport system which assumes that existing physical capacity constraints at urban airports would remain in place, and (2) a moderate expansion plan with at high speed rail and other ground access improvements.

## Regional Airspace Analysis

Once an alternative has been chosen SCAG will be starting the first ever Regional Airspace Analysis. This study will examine how the limited airspace over Southern California will accommodate commercial aircraft, military operations, and general aviation activity as proposed by the updated plan. The analysis is being funded and supported by the Federal Aviation Administration.

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Or visit this Web site:

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# Resolving Regional Challenges

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